

CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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COUNTRY Czechoslovakia

REPORT

SUBJECT Rudy Letov Aircraft Factory and Airfield at Nitra

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This is UNEVALUATED Information

THE SOURCE EVALUATIONS IN THIS REPORT ARE DEFINITIVE.
THE APPRAISAL OF CONTENT IS TENTATIVE.
(FOR KEY SEE REVERSE)

1. The Rudy Letov aircraft factory, formerly the Benes and Mraz factory, in Nitra (N 48-19, E 18-05) was restored and made fully operative in 1948. It is located southeast of the Nitra town area. Its installations, which include an airfield, are located on the western side of the complex and are about 400 meters from Nitra, about 1,000 meters south of Chrangva, village, about 2,000 meters south of a convent on a bluff. The eastern boundary of the factory airfield is a brook which empties into the Nitra River. 25X1
2. The factory installations consist of a guard quarters and post exchange, 10 x 25 meters in size; three assembly sheds for aircraft, each 40 x 120 meters in size (other sheds resembling these were being erected and were to be completed late in the summer of 1954); some minor structures set around the assembly sheds, such as garages, warehouses, machine rooms, etc.; and finally the administration building, a three-story plain structure, 10 x 20 meters in size.
3. The dimensions of the factory airfield are 1,200 x 500 or 600 meters. The reinforced concrete runway is 1,200 meters long and is maintained in excellent condition. There is an underground fuel depot of large dimensions near the hangars. Three reinforced-concrete hangars, 30 x 70 meters each, are situated north of the factory buildings. The flight-control tower with its modern equipment is on the roof of the first hangar. In addition there is a two-story barracks 25 x 80 meters in size. Except for the bluff mentioned above, there are no obstacles to flight. In good flying weather the factory airfield handles up to 70 flights a day.

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4. Personnel of the factory include approximately 250 administrators and technicians and 1,500 workers. There are two daily shifts with approximately 800 men each. The director is Dr. Sebastian Klein, a Czech, who was dismissed several years ago but had to be recalled because of his ability and knowledge of the plant. The deputy director is Bohumil Vycilek, a Czech who is not a technician, but a trusted Communist Party man.
5. Production of the factory at first included only spare parts for Arado type aircraft. Expansion of the installations made it possible to assemble complete aircraft; the Arado aircraft were first assembled there approximately at the beginning of 1953. Pleasure aircraft are also manufactured of the Cap (Fi-156) observation type, an imitation of the German Storch. The present monthly production is: 9 or 10 Arado-type aircraft and 5 or 6 Cap-type aircraft.
6. There is a military unit on the airfield with a strength of about 120 men, including from 20 to 25 noncommissioned officers and one or two officers. The unit is directly subordinate to the headquarters of the second aviation region of Bratislava-Ivanka. Captain Klobacek is in charge of the unit in Nitra. The unit, which lives in the barracks on the field, tests the aircraft assembled here and accepts them. The tests are conducted under the supervision of a military acceptance board, composed of six officers, which periodically comes to the factory.

Legend for Sketch

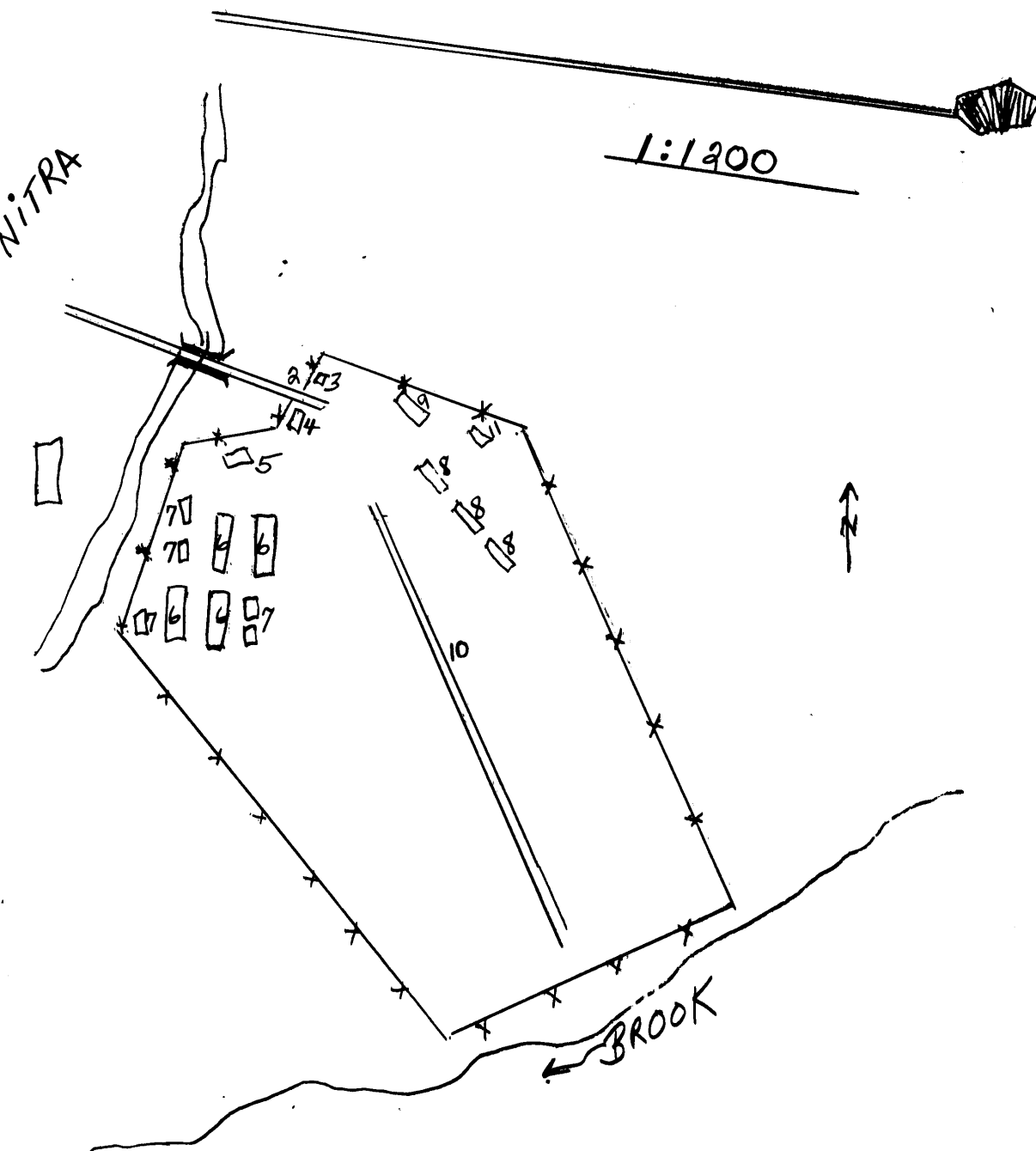
1. Concrete bridge over the Nitra River.
2. Entrance to the Rudy Letov factory.
3. Gateman's quarters.
4. Post Exchange.
5. Administration building.
6. Sheds.
7. Warehouses and minor structures.
8. Hangars.
9. Barracks.
10. Runway.
11. Fuel depot.

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SKETCH OF THE RUDY LETOV AIRCRAFT FACTORY AND
AIRFIELD AT NITRA



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